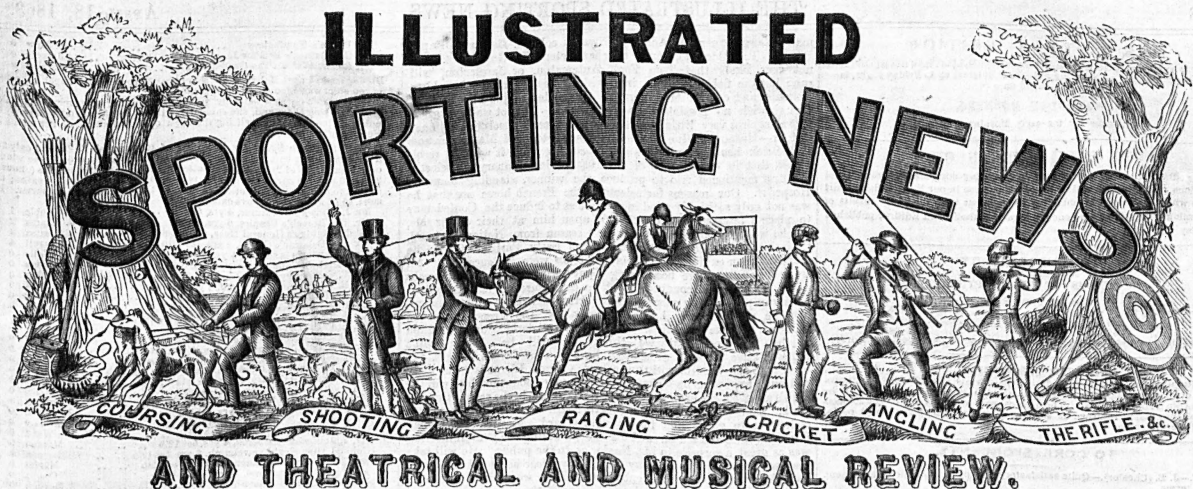


ILLUSTRATED SPORTING NEWS

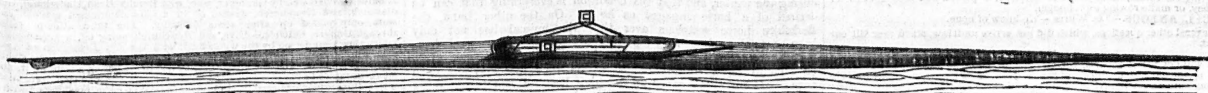


AND THEATRICAL AND MUSICAL REVIEW.

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THE BOAT BROUGHT TO ENGLAND BY GREEN, THE AUSTRALIAN AQUATIC CELEBRITY.

(From a Drawing by our own Artist.)

GREEN'S BOAT.

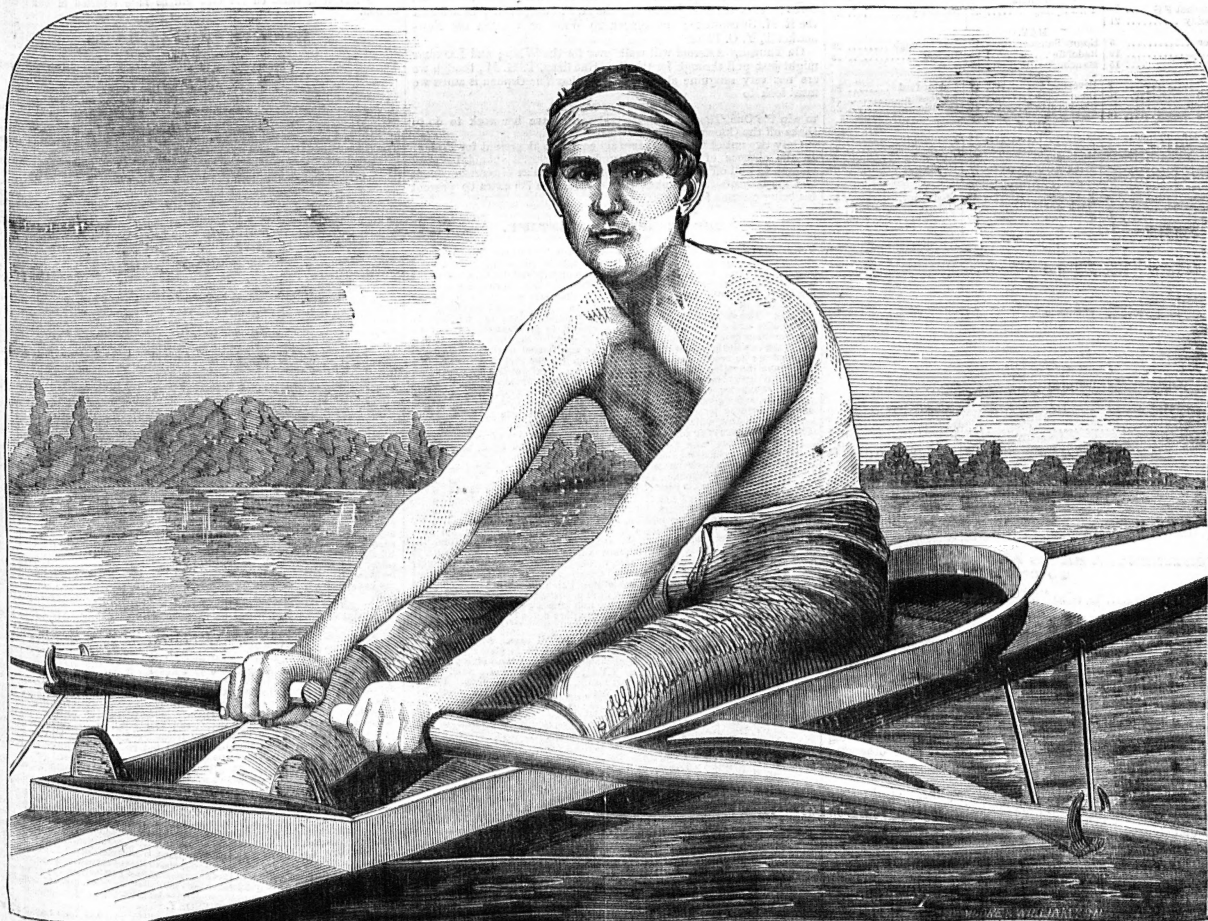
We have procured a drawing of this singular boat, which our readers will see is constructed on a principle entirely new to this country. In form it is tubular, and tapers away at the ends to sharp points, which are bound with metal. The rowlocks are made on a new plan, and are formed so as to render it impossible for the scull to slip out, at the same time affording the sculler every facility of action. The invention is patented, and, had it not been so, Everson would have used a similar one in the race of Tuesday last, having ordered one to be constructed, but Green put his veto against this, and the

scheme was abandoned. Since the boat has been in England it has suffered material injury, and has been twice repaired. We understand Green will receive another, and still more improved, from the antipodes shortly; and in that he will, in all probability, make his *debut* in a race for the Championship of the Thames.

JOSHUA WARD.

In this page we give an admirable portrait of no less an individual than Joshua Ward, the champion sculler of America, who, it is said,

has a great ambition to cross the Atlantic, for the purpose of making an attempt to wear the honours of the championship of the Thames. He is described by the New York journals as a magnificent rower; of great power and judgment, and possessed of a style which will some day or other raise a look of astonishment on the faces of intelligent Britishers, used as they are to specimens of fine sculling. Our portrait is entirely original, and has been forwarded to us from New York expressly for these columns. Time will no doubt prove whether the man it depicts is capable of defeating those Old World men who have for so many centuries been acknowledged unapproachable in all aquatic matters.



JOSHUA WARD THE FAMOUS AMERICAN SCULLER.

(From an Engraving published in New York.)

able manner, things got so confounded that the match fell through, and both parties in turn became the recipients of a large amount of epiletic language from the powers that be in aquatic circles, and in the columns of the sporting press. To many eyes, they say, spilt the blood; and certainly the confusion incident which took place at the celebrities contrived to plunge the question of the Championship of the Thames as a notable instance of the truth of the familiar axiom. A long and arduous day in Green's positive refusal to make a match at that time, and since Chambers and Eversen were left to confront one another. Eversen soon found friends to support him in an attempt to wrest the championship from Chambers, and a challenge was issued, and then Chambers demanded a second trial. He accepted the challenge, which led a portion of the public to doubt his sincerity, and he esteemed the champion all at once. In the absence of any binding code of laws, however, it was just as right to assume that Eversen would follow on his own terms as that he was bound to accept an unconditional challenge. It was evident that some sort of match must be made, for Eversen had come to go in for honours, and so he gave Chambers his expenses, amounting to £280, and a match was made. The Newcastle men were, from the first, in ecstasies at the idea of the present match, and set about supporting it in a warm manner—in such a way as to surprise those who thought that Chambers at once held the position of favourite at 5 and 6 to 4. Just before the start the position of favourite was taking up his quarters at Mr Pankhurst's when Eversen was about Barnes, he rather severely strained himself in getting up a kegal anchor), for he is a lighter man as well as a sculler, and he commenced his medical attendant, he was compelled to postpone the period which he was training for a fortnight, at the expiration of which period he was well enough to begin practice, and from that time he has most daily did hard work, travelling in various parts of the river, and occasionally over the whole course. When Eversen commenced his training on the "coaly Tyne," doing his work under the supervision of an except of course, when the roughness of the water prevented him, we know nothing of his fame, with Winship and Harry Clasper (who arrived in London took up their quarters at Salter's, the Feather Tavern, Wandsworth, where they had two new boats conveyed to this place from Newcastle—one 32ft. 6in. the Prince of Wales) and the other 34ft. 3in, called the "Princess Adelaide." It scarcely necessary to state that both boats were constructed with the most consummate artistic skill, for H. Clasper, and others at Newcastle, are famous for their work, and have launched some of the lightest and most splendidly built craft, and it is curious to note that Eversen is generally supposed that Clasper is the originator of that style of boat; but such is not the fact, for, long before Clasper built one, the late noted builder, Hunt, of Millbank, constructed a similar vessel, followed their way up the river so long been accustomed to the common rowlocks. Both men were constructed in first-rate condition, and hundreds attended by George Drewitt, also a well-known sculler, and Eversen won the odds against him, he looked forward to a well-fought battle, and a very rate, many of his friends appeared sanguine, and it is said any sum of money was readily accepted. We heard that, a few days hence, the patron of the London watermen accepted the odds of £45 to £1 in favour of supporting the Greenwich man (the Australian champion), resembling the old-fashioned "gull;" but Green having registered it, he put his faith in the argu-

that or another, in which Everson had been rowing, which was not found applicable to his powers, for he pulled the boat under water; and one more was constructed for him by the same builder, which gave satisfaction, and he rowed in on the day of the match. The final deposit of £50 a side was duly effected at Mr. Wilcox's. The White Hawk, in the presence of a numerous assembly of persons, both men and women, with their backs to the backs; and the usual toast "May both men be well on the water, and the better man win" was responded to with loud cheers. Chambers then received the £20 for his expenses to London. The odds of 6 to 4 were freely laid on the Newcastle hero, while a staunch admirer of the Greenwich Champion invested 5 to 2 that Everson was boat's length in front at Hammersmith Bridge. Green, the Australian Champion, was present, and mentioned that he had left £25 in town to row the winner, and both Everson and Chambers very readily agreed to make a match and cover the above-mentioned sum, provided either won.

At a meeting held at Mr. Laidler's, the New Inn, Old Bailey, on Monday morning, the referee was chosen, and Mr. Clifford was unanimously appointed to the office. There was very little betting, only one bet of £100 to £80 having been laid on Chambers. During the afternoon and evening, the odds again rose to 6 to 4 on Chambers, but nothing much was done, and all energies appeared to be reserved for the day of the race. In consequence of the early hour at which the race was set, Putney was all alive before breakfast time, and at ten o'clock the path in front of Kelly's and the Star and Garter was crowded with pedestrians. The use of course the usual host of the serenaders, nut-sellers, and other itinerants; but on the river the scene lacked spirit until the arrival of the forest of steamboats, which were, one and all, but thinly filled. The betting was at first 6 to 4 on Chambers, which was at first taken very freely, but the Northern "burr" was heard above the din continually shouting "I lay by 6 to 4" until they were apparently the only bet of the day; and finally 2 to 1 was laid and accepted. The morning was cloudy with the wind blowing freely from the south-east, but the river was very smooth, and with a very slack tide. The Duke's Head, where Everson took up his quarters previous to embarking, was soon besieged by his friends from below bridge; Chambers did not leave the Duke's Head until the twenty-first minute. The London Rowing Club had chartered the Rifleman, a cutter of the London Rowing Club, on board of which the referee, Mr. Clifford, took his station. Previous to the men taking up their stations, the betting became very brisk at 2 to 1 on Chambers, at which price the Northerners tired out the supporters of Everson. The umpires—Harry Clasper for Chambers, and Mr. Wall for Everson—having met, proceeded to toss for the starting station, when Clasper called "woman" to Mr. Wall's toss, and it turning in favour of the latter, the winner of the station. This event caused the backers of Everson to speculate in the event of his being met vigorously with a succession of two to one from the Newcastle folk, matters subsided into the previous slowness. At a quarter past eleven a perfect roar of shouts and cheers from the neighbourhood of the Duke's Head proclaimed something fresh was stirring, and Everson was seen in the Aqueduct, his cutter, with the Duke of Greenwich, in the bow, followed him, smile of confidence playing over the countenances of the blue-clad watermen of Greenwich. Chambers was now also seen paddling up from the Feathers, with his cutter steered by Tom Grant, who on the two previous occasions of Chambers rowing for the championship filled the same office, and got a wet jacket from the side of the cutter, and Stephen Chambers pulled as coach. On arriving at the stations, the umpires having taken up their stations, the referee, the men doffed their clothes, and, when they were stripped of the buff, both looked the acme of condition. Everything being completed and the course clear, the men went to their stations—Everson at the third and Chambers at the fourth pier of the Aqueduct. Just before the start Chambers came alongside his cutter, and his old friend Tom gave him the finishing touch, pulling off his gurnsey and arranging his toilet for

THE RACE.

which commenced under the most favourable aspects of weather and even slack tide, at ten minutes to twelve. The battalions, ruled at 9 to 1 on Chambers, but there were plenty of takers. Immediately the signal had been given, the Greenwich representative, who, having won the toss for choice of stations, and took the Middlesex or inside shore, was shade the quickest in the start, and kept as near as may be half a boat's length in front of his opponent. At the end of the first minute he was still in front, and then appeared to pull with a determination that was significant of a good contest. Nearing the London Rowing Club, a side swell from one of the Citizen steamboats occasioned much hindrance to Chambers, and was nearly the cause of his committing a foul. Everson, perceiving this, adroitly shifted his position, and, avoiding the awkward catch, at that period, seemed to be positively irresistible. Finch, a young man of the name of Green, who had taken the initiative from Salter, and settled down fairly to his rowing. Directly this was the case, it was perceptible that the northerner was possessed of more manifold advantages of vigour and power than the southerner. Even at this early period of the race this was so signally apparent that Everson's party refused everything in the way of speculation, and no one could by any possibility get on a penny. In fact, after the first three hundred yards, it was all over. Chambers drew far in front of his opponent. The Duke of Greenwich, by the Crab Tree, Bob pulled in such an unimpeachable manner that he increased his lead to three lengths, and his friends were enthusiastic in their admiration of his sterling method of action. Notwithstanding the betting, which indicated that Everson would be first under Hammersmith Bridge, it was the very reverse for Chambers with the utmost ease passed the bridge in 10min 9sec. It was true Everson laboured under great disadvantages in the closeness of the following steamers, but it could not have altered his position in the race. He was evidently struggling hard, while it was the very reverse on his opponent's side. The cheering was tremendous from Chambers' party, and it was echoed by thousands of voices from the bridge. Unwaded still, and Clasper at the helm, he was reached in 14min 4 seconds, and it was remarked by many good aquatic judges that never had Chambers appeared to row with such confidence. As to the affair in such a light, off-handed manner. Everson toiled on hopelessly, though manfully, in the wake of the Northumbrian. At Barnes Railway Bridge the thing was more apparent still, as Chambers was passing in passing under it in twenty-two minutes, while Everson's time was twenty-eight minutes. Chambers pulled steadily on with unerring precision, and when the specified goal was reached, he was fifteen or sixteen boat's lengths in advance. The time was twenty-five minutes four and six seconds. This is the third victory the Newcastle man has scored as regards the Thames Championship, and he is clearly the most accomplished sculler in this country. What his chances are with Green, the Australian, it would be improper now to dilate upon, but it is self-evident he is one of the toughest customers in the country. Chambers finished fresh and well, while Everson appeared thoroughly jaded. Indeed, when he came on board the "Chop" (Captain Sharplin), expressly chartered for him, he was quite actually ill, and for a few minutes cried like a child. His brothers actually held the sheer impudence and heartlessness to taunt him at this time with selling the race. It cannot be denied that he is a good man, but it would not be fair to say that he is a good man. We must shut aside further, in our own edition, to the match between Green and Chambers. The latter proved his magnanimity by collecting £27 for Everson, who also gets £25 as the profits of the umpire's

DESCRIPTION OF THE COURSE.

Although the course on the Thames, from Putney to Mortlake, is as familiar to the London canoeist as the course from the High Level to Scotswood Bridge is to rowers on the Tyne, yet as there

will be many, even amongst our sporting readers, who have not seen the London course, it may lead to the clear understanding of the report of the race if we give a short description of the route over which the men pulled for the championship. The Thames, at Putney, is about 250 or 300 yards wide at high water, and is usually calm, placid, and lake-like. The river is here spanned by two bridges, a safety and a pleasure bridge, the latter of which is a wooden viaduct supported by a series of iron pillars, from ten to twelve feet between each pair for boats to pass through on their way up the river. In the centre of the bridge, however, a single span is about double that width, to allow of the free passage of steamboats. From this bridge the boats start for their voyage to Mortlake. The distance up the river is about four miles three-fourths of a mile. The great number of large steamboats usually congregated on the river above this bridge, and the local boats, as well as bustling, though not quite so black, as a similar assembling of craft above the High Level at Newcastle. The other bridge, at Putney, is a single arch of iron, constructed chiefly for the purpose of conducting over the Thames a supply of water from Lambeth Waterworks. From these places the Thames takes a winding and serpentine course through rural suburbs and extensive meadows to the end of the course. On the left, or Surrey side, is the point of the iron bridge just alluded to, stands the large and handsome inn, called Bell's Tavern, held by the noted sculler, Harry Kelly, and on the shore, below his balcony, there is usually to be seen a number of clean and smart wicker boats and pleasure boats for hire. For about 150 yards up the river, on the same side, more waterside taverns, including the Star and Garter, and others of less note, present their fronts to the Thames. On the river, however, the choice of lawns, aristocratic residences and pretty villas, with well kept lawns, are seen at intervals throughout the deep green foliage of trees and the bending twigs of the willow bushes. The course is nearly straight for the first half mile, when a bend arises on the Middlesex side at a point called Craven Cottage. It is this bend which renders the toss for choice of water in the race on the Thames more than usually important; for the winner gains the choice of the Middlesex side, and then by "hugging" the shore saves considerable ground in rounding this point. The turn is a long one, but when the boats get fairly round the men find themselves on the broad and smooth water of the Long Reach, where, however, a peculiarity in the course of the river gives the choice for them to shape their course across the tide renders it necessary here are perfectly open and free from houses; the plain about is known as Barnes Common. Skirting this common the Thames runs in the form of a horse-shoe, and there is always a strong breeze blowing on the river, through which, as a cannie man from the north, who accompanied us, said, the course resembled, "Bob went like a fish." Remarking that the tide continues its windings, the next point of note is an island on the Middlesex side, opposite to Chiswick, and known locally as Chiswick Eye. This island, unlike the Meadows island in the Tyne, but it does not boast a "Countess of Coventry," for the resort of "draughtsmen" who get "stout" for pulling exercises. Above this place the boat-racers who have hitherto rowed on the Middlesex side, cross to the Surrey side, and row up Hammersmith village, which is two miles from the start. This bridge is a watermark upon the first arrival at which of the respective men many places bet usually depend. The structure is an iron suspension bridge of great strength and beautiful design, and it takes a very wide stretch between the supporting pillars. Above bridge, the houses of Hammersmith village lie in a group on the bank; but here the watermen invariably lie well to the Surrey shore, and the tide round the next turn. There is no land mark on the somewhat long course of water from this to Barnes; but it may be remarked that the Thames here is narrower than at Putney, and is about the width of the Tyne at Clasper's boat-house at Newcastle. The first point of note in the village of Barnes is the whitewashed front of the spacious Bull's Head Tavern, the head-quarters of the river, kept by Mr. Pankhurst. Passing this house we row along by the side of the cricket ground, and the White Hart Inn, and another clean and spacious house, entertained by the same landlady, further the boats arrive under the Barnes Bridge of the South Western Railway, and they have then completed three miles and a half of the course. Beyond this the Ship at Mortlake, opposite which the race terminates, appears in sight. It is a towered and turreted little inn, and has a somewhat romantic appearance. The country around is quite rural; but owing to the narrow and bending course of the river the end of the race is not usually seen to advantage. A boat moored in the middle of the river serves as the winning post.

The *Newcastle Chronicle* of Wednesday says:—"Through the victory of the Tyne must naturally be aggravating to the Londoners, it was confidently looked forward to by the people of this district. They knew that the Northern Champion was his best to conquer, and that this was all that was requisite to carry him successfully through. Had the length of the race been shorter the contest would doubtless have been closer and more exciting. For long distances there is probably no man living competent to compete with Chambers with a couple. Although a twin, his frame possesses none of that organic feel that puny ones of development, or that organic feel that generally characterises the duplicate births. His strength and endurance, on the contrary, are something marvellous. His arm has been tested in a hard school, before the puddler's furnace, and every sinew stands out with the distinctness of whipcord. Boating all through life has been a passion with him, while the championship of his native river has been the constant object of his ambition. When only a youth, we are told, he came to a point in his life, when he represented his looking upon the Tyne from his native village, and his recent triumph. His ambition was not, it is true, of the very loftiest character; but it was possible, he might have aspired higher and gone to the grave a disappointed man. As it is, he has achieved more than he contemplated. "The weakest living creature," observes Carlyle, "by concentrating his powers on a single object, can accomplish something; the strongest, by dispersing his over many, may do nothing to accomplish anything." The drop of a single nail, the passage through the hardest rock; the hasty torrent rushing over it with hideous uproar and leaves no trace behind." The ambition of Chambers, however, was a noble one, after all. There can be few more admirable sports than aquatics, and none more harmless. At the present day, when gillfish finds so many admirers and advocates, it is not out of place to compare it with the game of cricket, and to say that the way to their skills after the contest is over, is to say that the way to the struggle, they had proved their strength and endurance without disgracing their faces into a disgusting mass of discoloured flesh—without demoralising the tastes and feelings of the spectators. There is nothing like cruelty appetizing to aquatics—a stain from such horse-racing and steeply-chasing are not wholly free. In aquatics, too, it is not the man who wins, to whom all the honour of victory is due. Chambers, in his late and his recent triumph, has manifested those physical qualities to perfection which have carried our country through numberless fights by sea and land, and which, should statesmanship fail, will, we doubt not, carry it again through all its troubles. He deserves credit, not only because he has won a great victory again to our town, but because he has displayed the material from which heroes are made.

CHAMPIONS OF THE THAMES.

The first recognised Champion of the Thames was Charles Campbell, who was born in February, 1805, at Fore-street, Lambeth; he weighed, when in rowing trim, 11st 2lb. Campbell and the Champion of the Thames from the time he defeated Williams, in a sculler's race from Westminster to Hammersmith, on September 9, 1831, for £40. Campbell, after this, had no challenges to row for the championship until Bob Coombes, of Millbank, a rising young sculler, made a match for the championship and £100 a side. The race came

off on November 1, 1838, from Westminster to Putney, when Campbell won easily, the time being 42min. Another eight years elapsed before any one challenger, Captain Campbell, to his Little Bob Coombes again issued a cartel, which was accepted, and the match was made for £100 a side and the championship to be rowed over the present course, from Putney Old Bridge to the Ship at Mortlake. Coombes won easily in 26min 15sec, on August 17, 1846. This was Campbell's last match. Bob Coombes, who was called "The Black Prince," was born in 1808, weighed, when in condition, 8st 12lb, and stood about 5ft 4 1/2 in. Coombes had the above two races with Campbell for the championship, Coombes rowed for £200 and the championship, from Putney to Mortlake, on September 29, 1847, when Coombes won by a dozen lengths, in 23min 46sec (the quickest time on record). Coombes retired on his laurels until May 7, 1851, when he met and beat Mackinnon, for the championship and £400, in 27min 30sec. Coombes' next customer was Thomas Cole, of Chelsea, who rowed for £400 and the championship, from Putney to Mortlake, when Cole won, after a good race, in 25min 15sec, on May 24, 1852. The now ex-champion, not being satisfied with the above result, challenged Cole to another trial, which took place on October 14, 1852, for £400 and the championship, and Cole was again victorious, in 23min 35sec, but starting at the bridge. This was Coombes' last race for the championship, which he won on February 25, 1860, aged fifty-two. Thomas Cole was born at Chelsea, in 1826, stood 5ft 5in in height, and weighed 8st 8lb. Besides the above two races for the championship, Cole won Doggett's Coat and Badge on August 1, 1849, and rowed several matches with alternate success. He won the championship from Putney to Mortlake, when he was beaten by James Arthur Messenger, for £400 and the title, in a race called the "Black Prince," the time being 27min 30sec. Cole was Cole's last match single-handed. James Arthur Messenger was born in 1825, stands 5ft 8in in height, and weighed 10st 10lb. Previous to meeting Cole for the championship, Messenger had won several good matches with first-rate men. He held the championship for two years and a half, when he was defeated by Harry Kelly, of Fulham, for £400 and the championship, from Putney to Mortlake, on May 12, 1857, the time having been 24min 30sec. Messenger's last race in public. Henry Kelly was born at Fulham, on February 11, 1832, stands 5ft 8 1/2 in, and weighs 10st 7lb. Previous to the above-mentioned race with Messenger, Kelly had met and beaten several good men, and on May 31, 1857, was presented with a testimonial. Harry Kelly, who was a member of the club more than two years, when he suffered defeat at the hands of the present champion, R. Chambers, for £400 and the title, on September 29, 1859, in a race from Putney to Mortlake, the distance having been rowed in 25min 25sec.

ARIEL ROWING CLUB.

The members of the Ariel Rowing Club met in great force at Putney, on Saturday, in consequence of the first race taking place for the handsome challenge cup, presented by the president, Sir Cusack P. Hillyer. The conditions of the prize are, that it must be rowed for by members of the club, and held by one gentleman for twelve months before it becomes his own property. The holder must row for the cup, if challenged, in six weeks in the rowing season, and three months if in the recess. The race on Saturday was rowed from Putney to Hammersmith, and brought only four to the post, but as at six o'clock they were the best scullers belonging to the club. Shortly after six o'clock the chairman took up their stations, Mr. Hopton having the best station, and Mr. Roney the second. The stations count from the Surrey side, and the race was rowed as follows:—

1. Mr. T. W. Hopton (Captain).....	1
2. Mr. G. W. Roney (Honorary Secretary).....	2
3. Mr. F. Fisher.....	3
4. Mr. J. Westell (late Honorary Secretary).....	4

A good start was effected, and the race was rowed as follows:— distance, but the captain soon drew away. A good race took place between Mr. Roney and Mr. Westell for some time when Mr. Roney passed Mr. Westell, and gained rapidly on Mr. Fisher, whom he passed, after a sharp tussle, but could not overhaul Mr. Hopton, who won easily. The cup was afterwards presented by Mr. Roney to the winner, and the usual toasts were drunk with due honours.

MUSICAL AND THEATRICAL.

METROPOLITAN.

WESTMINSTER.

"The Trial of Effie Deans" is still played here as the leading attraction, but the houses have fallen off considerably; Messrs. Swinbourne and Hadenloft, the main supports, have gone their ways, and are sadly missed. Mr. F. Lloyd, a low comedian from Manchester which promises well, has appeared in some odd farces with a success which promises well. The gentleman is one of the most original actors we have seen in London for a long time, and his advent is most welcome.

SURREY.

On Easter Monday Mr. Shephard produced the long promised "Jessie Ashton," a drama founded on the tale bearing the same title, which appeared some months since in one of the low-priced periodicals. As a play, it is simply worthless, but as a vehicle for the display of scenic effect it is well equipped, and has some success; but it is not going far to assert that it is never beyond the limits of the short career it is running at this house. We are glad to see that the public at length set their faces against "sensations" in dramatic form. A reaction is taking place, but in what direction the taste of the public will next turn there is no saying, but we may venture to hope that a revival of the legitimate drama will be the next move.

CITY OF LONDON.

"Voices across the Water" is the title of a new drama produced here on Easter Monday, with some success. It is full of singing, transportation, log huts, and rifles, and being effectively placed upon the stage, and well acted, it gave satisfaction to a large audience. The author is Mr. W. Travers.

MARYLEBONE.

A STARTLING heap of incongruities, arranged in dramatic form, and entitled "The Standard of England; or, the Life of a Soldier," was served up here as the latest novelty. It is one of the worst species, and as such it has our unqualified condemnation. To make into the plot would be absurd, and so we merely announce the fact that the action is supposed to take place during the Peninsular war, ending with the battle of Waterloo. We glean so much from the playbill; but, as we know to the contrary, the affair may have been intended for Napoleon's career in Russia, or his successor's campaign against Austria, or the King of Rome, or the Indian rebellion, for its historical details were singularly loose, and by no means depicted; whilst the characters were caricatures to an extent which placed them beyond recognition. Mr. Cave will do but little good for himself in encouraging this kind of thing in a theatre where more manly and worthy efforts could be carried out.

STANDARD.

An English Opera Company formed the Easter attraction at this house, which overtook in every part. The "Bohemian Girl" had left the audience to reason to complain, and cast in a manner that interpretation. Madame Tonneil was the music suffering by a decided success was gained. Miss Leffler, as the Queen of the Gypsies, received an encore; and Mr. Parkinson and Mr. Rosenthal had

ACTON AND SCHORA.—The whole of the stakes—£25 a side—is now down for the match between Wm. Schora and J. Acton (both of Ashton), to wrestle on Monday (Saturday), at the Salpu Inn, Audenshaw. To commence at 3 o'clock.
 SCHORA AND LOWE.—Mr. Warren now has £10 a side for the match between these men, at 5 score 19lb, to take place at the Salpu Inn on May 2nd. To commence at 3 o'clock.

MEMOIRS AND PERFORMANCES OF CHAMBERS AND EVERSON.

ROBERT CHAMBERS,

who was born at St. Anthony's, on the Tyne, on the 14th day of June, 1831, is consequently in his 32nd year. "Bob," as he is familiarly termed in the North, is a member of a large family, having no less than eleven brothers and three sisters. Chambers' father, who died about two years ago, was formerly employed at the Union Works of Messrs. Losh, Wilson, and Bell, extensive iron manufacturers, where, we understand, he acquitted himself with every satisfaction for a period bordering on half a century. The champion's early career is marked with many forcible illustrations. At the tender age of eleven years we find him turning his hand to useful purposes at the above celebrated works; and although his vocation, then and some time afterwards, was unquestionably that of landsman, he nevertheless held a predilection for the oar, and it was an established fact that his genius lay entirely in the contemplation of the beauty and regularity of boat rowing. When Chambers had reached his teens his rowing qualities were beginning to ripen into maturity, and for the purpose of reminding him of his early doings he got a faithful picture painted representing himself studiously watching the progress of the sailing craft plying on "Coaly Tyne." There are various astonishing incidents in this extraordinary sculler's biography, but all serve to show that Chambers, even from his infancy, held the conviction that he was destined to shine resplendently in the sphere of aquatic eminence. Bob resigned the pudding business at the age of twenty-six years, and entirely devoted himself to the consummation of the invigorating art over which he has gained such a mastery. Without the slightest exaggeration Chambers is the most scientific and redoubtable sculler ever noticed in the category of aquatic celebrities; he is the hero of upwards of 90 determined, and generally well-contested encounters, and has, both by his achievements at the oar and conduct in private life, established himself an unblemished fame that will be over time, the conqueror of all, has terminated the minor career of our respected North Country Champion. The following is a correct list of Chambers' notable performances. We have been at some trouble in procuring a really authentic copy, and can therefore present them to our readers as being most reliable:—

The first time we hear of Chambers in any notable encounter was in 1852, with J. Hicks, of Walker, in a sculler race for an insignifi-

cant sum, when the champion was defeated by several lengths; next, with J. Sim, defeated Elliott and Steele for a small stake, winning easily by about four lengths. Stimulated with this success they closed the year with a tidy victory, having vanquished two first-class rowers, named Scott and Hogg, in a pair-oared race for a trifling stake. In 1853 he defeated Shaftoe, a Tyne waterman, in a sculler race. This achievement established Chambers' fame as an oarsman. Shaftoe, not being satisfied with his inglorious defeat, challenged Chambers to a similar combat. The race took place about six weeks after the above, when the Walker hero proved again victorious. Nothing more is heard of Chambers until 1856, when he appeared on the Thames, and, with Thomas Mackinnay, William Pocock, and Harry Clasper, won the four-oared prize of £100 at the Royal Thames National Regatta, defeating some of the principal crews in England. This was Chambers' first public prize. It was at this memorable gathering that his sculling powers became so palpably apparent. A prize being offered for old-fashioned skiffs (rowed on the gunwale), Chambers entered, but the London watermen having acquired such a formidable name, his chance of winning was strongly ridiculed. The issue of the race, however, astonished the Londoners, as Chambers succeeded in defeating a large field, including R. Piner, of Whitehall, J. Finnis, of the Tower, and George Robins, of Battle Bridge. Chambers was now fairly launched into the sporting world. In the same year, at the Durham Regatta, with Richard Clasper, John Hawks Clasper, and Harry Clasper, won the Patrons' Plate. Was beat by J. H. Clasper in the skiff race at the same regatta. His last essay in '56 was for the championship of the Tyne. Chambers won the first heat, but was obliged to succumb to Harry Clasper in the final tussle. The champion rowed second, defeating some of the principal crews. In June, 1857, at the Howdon Regatta, won the sculler prize, and with William Bentley won the pair-oared race. At the Durham Regatta, with J. H. Clasper, Richard Clasper, and H. Clasper, won the Patrons' Plate, and defeated J. H. Clasper in the sculler race. In July he rowed Galley, a waterman, of North Shields, for £50, in sculler boats, winning easily. At the Thames National Regatta, with J. H. Clasper, A. Maddison, and H. Clasper, won the champion £100 prize, beating the Hammersmith, Wandsworth, and Manchester crews; and at the same gathering he won the skiff race, defeating in the final heat J. Mackinnay, A. Ralph, and R. Piner. This was a first-class and well-contested contest throughout, Chambers licking Mackinnay by half a length, Ralph being a length in the rear. In consequence of the determined nature of this race Ralph was matched against Chambers for £100 a side. The race took place on September 21st, the result being a very easy victory for Chambers. At the Manchester Regatta, with A. Maddison, J. H. Clasper, and

Harry Clasper, lost the final heat for the Pomona prize by the breakage of an oar; and with A. Maddison won the pair-oared race; also the sculler prize, defeating J. H. Clasper and others. In September, the same year, with J. H. Clasper, T. Bruce, and H. Clasper, at the Lancaster Regatta, won the champion prize, beating the celebrated Taylors' and other noted crews. In consequence of his successful achievements at the oar, Chambers was presented by his friends and backers, at Newcastle, with an appropriate testimonial, in December, 1857. At the Durham Regatta, in 1858, he won the Cuthbert Plate in a sculler race, defeating J. H. Clasper; and at the Thames National Regatta, with a London crew, rowed third for the champion prize, but was successful in winning the champion sculler prize, beating George Drevitt, of Chelsea, Richard Piner, Frederick Lett, and Woodland. In August, at the Manchester and Salford Regatta, he won the Victoria prize, defeating John H. Clasper, James Taylor, and others; and with Henry Ault, Edwin Winship, and John H. Clasper, won the Pomona champion prize, defeating the Five Friends and Albert Rowing Club crews. In the same month, at the Falkin Farm Regatta, Chambers was beat by John H. Clasper for the Belted Will Plate, William Taylor, of Newcastle, being third. On April 19th, 1859, the important and long-talked-of match between Chambers and Thomas White, of Bermondsey, took place. Chambers having won the toss chose the north side; the race was over the usual course, or from the High Level to Scotswood Suspension Bridge. The contest throughout was of a curious description; they pulled comparatively level until nearing the Skinner Burn, when Chambers fouled a keel. White, in consequence of this tremendous drawback, got a lead of fully 100 yds, the betting standing at 50 to 1 on the Londoner. Chambers, however, extricated himself as quick as possible, started again, lessened the gap at every stroke, caught him at the Meadows, and eventually won with all imaginable ease by upwards of six lengths. White was so much cut up with his defeat that he left for London the same night. In June, at the Durham Regatta, with Edwin Winship, rowed second to John H. Clasper and Harry Clasper in the pair-oared race. Won the Cuthbert Plate at the same gathering, beating J. H. Clasper and other clever crews; and, with E. Winship, J. H. Clasper, and H. Clasper, won the Patrons' Plate very easy. Was beaten by John H. Clasper for the cutter skiff race. At the Royal Thames National Regatta, with John H. Clasper, Edward Winship, and Harry Clasper, won the champion £100 prize, defeating the Hammersmith and Shakespeare crews in the first heat, and Kelly's, Hammersmith's, and the Western crew in the final. At the Manchester Regatta, with E. Winship, J. H. Clasper, and H. Clasper, won the Pomona champion prize, defeating the Manchester crew; also won the Victoria sculler prize, beating John H. Clasper, E. Moor-

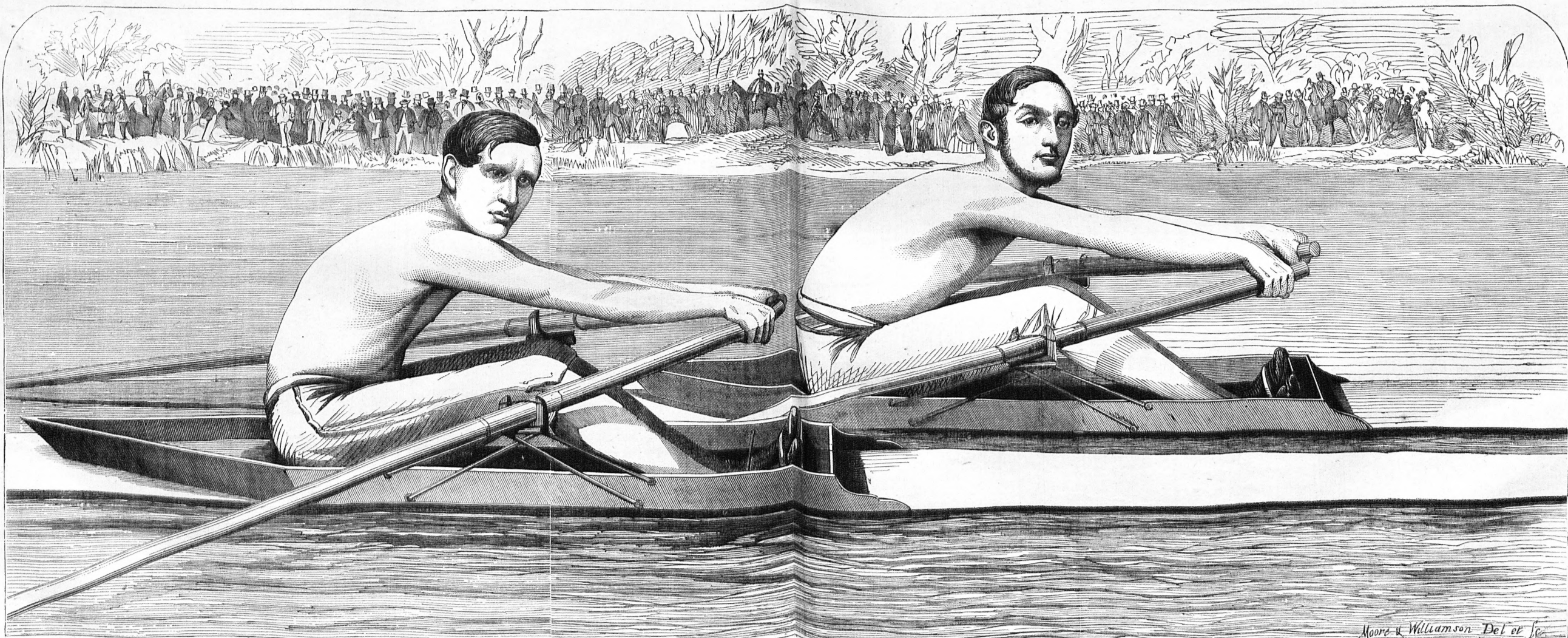
house, and F. G. Barratt. Chambers' backers now considered him superior enough to have a shy at higher game, and for the purpose of fully testing his merits he challenged Harry Kelly for £200 a side and the championship of the Thames. The race came off on the Thames on the 29th September. At the start Chambers had a little advantage, but before they had rowed 12 yds Kelly drew his boat level. Opposite the "Bells" he led by fully 3ft; however, as they rowed along between there and the steamboat pier, Chambers recovered his position as rapidly as he had lost it. Passing the "Star and Garter" they were breast and breast; at Simmonds' they were scull and scull; at the Craven Cottage, Chambers gradually drew ahead; 50 yds further on he perfectly cleared himself. He then took his opponent's water, and without any difficulty rapidly left him. At the Crab Tree he led by a length and a half, and under Hammer-smith-bridge Kelly was three lengths in the rear. Chambers from this point gradually increased the gap, and without any exertion reached the Ship at Mortlake an easy winner by nearly 200 yds, performing the distance in 25min 25sec, with a very bad tide. He thus proved himself to be the best sculler ever produced in England. The Cockneys were much chagrined at their favourite's defeat. In commemoration of Chambers' decisive victory, on the 11th November he was feted at the house of Mr. H. Clasper, Boat Inn, Gateshead, his backers and a few friends being present. Mr. James Wilkinson occupied the chair. In the course of the evening the champion was presented with a purse containing 100 sovs, and other testimonials. In 1860 Chambers again appeared at the Durham Regatta, and, with E. Winship, won the Mowbray Stakes, beating John and Henry Clasper, Matthew and James Taylor, and Martin and T. Taylor, all Newcastle crews; and for the Patrons' Plate, with H. Clasper, E. Winship, J. H. Clasper, and R. Clasper (cox), divided the stakes with the Taylors' crew. At the Royal Thames National Regatta, with J. H. Clasper, E. Winship, and Harry Clasper, won the first heat for the champion £100 prize, beating Kelly's and the Hammersmith crews, but lost the final heat through a foul, Kelly's crew winning. With E. Winship, won the champion pairs, defeating the London and Tyne crews. He next proceeded to Derby Regatta, and, with J. H. Clasper, E. Winship, and H. Clasper, won the champion prize, beating the Taylors in the first, and the Richmond crew, composed of T. Mackinnay, E. Bell, W. Bell, and J. Mackinnay, in the final. At the Falkin Farm Regatta, in August, he won the Netherby Plate, beating W. Lumley, R. Clasper, and J. Clasper. In the Manchester and Salford Regatta, the same month, with J. H. Clasper, E. Winship, and Harry Clasper, won the Pomona prize, defeating some first-rate crews; was also successful in winning the Eckerley Stakes for scullers, beating F. G. Barratt; and with J. H. Clasper won the

Volunteer prize, vanquishing Moorhouse and Birch. At the New-castle and Gateshead Regatta won the first heat with E. Winship for the pair-oared race, but lost the final heat, J. H. Clasper and H. Clasper winning by about a length. With J. H. Clasper, E. Winship, and H. Clasper, won the four-oared race, beating the Taylors' crews; also won the Handicap sculler race from the scratch, defeating R. Cooper, W. Taylor, W. Lumley, and others. White's backers not being satisfied with their man's ignominious defeat, on the 19th April, 1859, determined to have another shy, and for this purpose challenged Chambers for the championship of the Thames and £400. The champion proved again victorious. White never had the slightest chance. Opposite Simmonds' boat yard Chambers had cleared himself; at the Crab Tree four lengths divided them; passing under Hammersmith-bridge he led by six lengths, and eventually reached the Ship at Mortlake a very easy winner by nearly 200 yds. This was Chambers' last match for the championship previous to the present match between him and Everson. In 1861, at the Manchester and Salford Regatta, with Edwin Winship, won the Innkeeper's Plate; and with G. Storey, E. Winship, and John H. Clasper, won the Pomona Plate of £60, defeating easily three other noted crews; and for the Skiff Handicap pulled second to Mr. Scott, Chambers giving 16 lengths start. At the Royal Thames National Regatta, with Hammerton, Tagg, and E. Winship, won the champion £100 prize; and with E. Winship won the champion pair-oared race, beating nicely five other first-class crews. At the Manchester and Salford Regatta, with E. Winship, won the Innkeeper's Plate, licking five other pairs. Last year, 1862, the champion had little or nothing to do, only competing at the Durham and Thames Regatta. At the former, with E. Winship, won the first heat in the pair-oared race, and with E. Winship won the second, in consequence of an accident, by two novices, named Marshall and Nowby. With E. Winship, J. H. Clasper, and Harry Clasper, won the Patrons' Plate, beating some good crews. At the Royal Thames National Regatta, with E. Winship, John H. Clasper, and H. Clasper, won the champion £100 prize, defeating Kelly's and Hammersmith's crews. This is the whole of this extraordinary sculler's performances down to his match with Everson, and it will be seen, by the above summary, that his career has not been excelled by any other oarsman.

GEORGE WILLIAM EVERSON

was born in the town of Greenwich, Kent, on January 11, 1834; he stands 5ft 9in in height, and weighs 10st 10lb. He was bound apprentice to his father, who is a waterman, and Everson's work, during the early portion of his life, was towing oyster-smacks with

one George Brown, now Captain Brown. His time was afterwards occupied in assisting to conduct ships from Dover, &c., to the various docks on the Thames. His first appearance in public as a sculler was on August 22, 1853, when he won a pair of silver sculls at Greenwich, beating five others. On August 1, 1856, Everson won Doggett's Coat and Badge by 150 yds, beating Rose, of Bermondsey; Harvey, of Deptford; Puckwell, of Rotherhithe; Mancey, of Isleworth; and Coombes, of Battle Bridge. It was three years after the above that Everson was matched to row Henry Corby, of Gravesend, for £25 a side, on Sept. 5, 1859, from Cliff Creek to Northfleet Creek. They started well together, but Corby soon took a decided lead, and held the same for nearly a mile, when Everson drew upon him, and Corby rowed across Everson seven times; ultimately Everson passed Corby, and won by half a mile. The betting was 7 to 4 on Corby. In 1860, Everson drew a lot to row for the Greenwich boat, but after a quantity of fouling and bad feeling having been displayed on all sides for two days, Everson rowed last. Everson also rowed second, in July, to Hammerton, for the scullers' prize at the Thames National Regatta, having George Drevitt, Hemmings, and Bell behind him. On October 4 he beat James Finnis, of the Tower, a scullers' race, from Putney to Mortlake, for £30 a side. The betting was 7 to 4 on Finnis, but Everson went right away, and won very easily. The last performance of Everson's, and no doubt the greatest, was his victory, on September 19, 1861, over George Hammerton, in a scullers' race, from Putney to Mortlake, for £100 a side. The betting was 7 to 4 on Hammerton, who gained a trifle at the start, but could not get away, notwithstanding Everson caught a couple of crabs and was nearly out of his boat. At Craven, Everson was level, and at the Dug-wharf was leading, and eventually won by about eight boat lengths. His last performance was in July, 1862, at the Thames National Regatta, when, after winning his heat, he rowed fourth in the final, being beaten by Cooper, first, Eager second, Drevitt third. Immediately after the match was made, Everson commenced strict work down at Greenwich, and seven weeks since shifted his quarters to Mr. Fankhams, the Bull's Head, Barnes, where he took plenty of exercise both on foot and in his boat. The latter portion of his time he has had the companionship of George Drevitt, and certainly he was in magnificent condition. The reports respecting his trials were astonishing, and those over the long mile extraordinary in the extreme. Mr. Biffen, of Hammersmith, built Everson a boat on the tubular principle; but, as George could not sit her properly, he was forced to fall back on the boat he used during his practice. Everson's colours were a white silk handkerchief with a blue variegated border, and the likeness of Everson seated in his outrigger in the centre, and he had a great demand for them.



ROBERT CHAMBERS, OF NEWCASTLE,

GEORGE WILLIAM EVERSON OF GREENWICH,

THE CHAMPIONSHIP OF THE THAMES.—PORTRAITS OF CHAMBERS AND EVERSON.

(From Photographs by George W. H. Strand.)

THE GREAT MATCHES FOR 1863.
MARYLEBONE CLUB.

indulgence. Large bodies of human beings easily adopt good or evil to which they may be led and encouraged by their superiors.—*Morning Herald.*

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